

5/4/84

SUBJ: INTERMODAL TRANSPORTATION PLANNING

1. **PURPOSE.** This Order implements and transmits, as Appendix 1, Order DOT 1130.5, COORDINATION AMONG DEPARTMENTAL PLANNING ASSISTANCE PROGRAMS. In addition, it provides FAA policy and guidance on intermodal transportation planning.
2. **DISTRIBUTION.** This Order is distributed to the branch level in the Office of Airport Planning and Programming, and Regional Airports Divisions; to all Regional Planning Staffs; and to all Airports Field Offices and District Offices.
3. **CANCELLATION.** Order 1110.86A, dated September 27, 1979, is cancelled.
4. **BACKGROUND.** The objectives of Intermodal Planning Groups (IPG's) have remained basically unchanged since they were established in August 1972. There have been changes in the policies and methods of coordination, achieving, and administering intermodal planning assistance programs to ensure that Federal planning and assistance are being conducted efficiently and effectively. In recent years, Federal planning assistance programs have been drastically reduced and coordination among planning groups has become more informal. In fact, current Federal policies are emphasizing increased state, regional, and local coordination mechanisms on an as-needed basis rather than mandatory meetings. These actions do not eliminate the need for coordinating intermodal transportation planning, but they do require that more flexibility be placed in the hand of the coordinating agencies.
5. **RESPONSIBILITIES.** The changes brought about by Order DOT 1130.5, are due primarily to a change in philosophy and a new planning concept. In fully recognizing the need to coordinate the management and administration of its planning assistance programs, the Department of Transportation has given the responsibility to modal elements in each Federal region to establish the mechanism for achieving effective interagency coordination within its jurisdiction. The mechanism may be formal or informal, upon mutual agreement at the regional level. Use of existing arrangements, as well as review, evaluation, and formulation of new techniques are suggested and encouraged in determining the planning coordination mechanism best suited for each region.

6. IMPLEMENTATION.

a. On a one-time basis only, each regional office:

(1) Prepared a plan outlining its intended method and procedures for coordinating intermodal transportation planning assistance. Each plan specified whether a formal or informal method of coordination would be utilized.

(2) Submitted five (5) copies of the initial plan to the Office of Airport Planning and Programming, National Planning Division (APP-400), prior to December 23, 1983. Two of the five copies were forwarded by APP-400 to the Office of Technology and Planning Assistance (I-30) on January 10, 1984.

b. For any future meetings each regional office shall submit three (3) copies of recorded proceedings to APP-400. Two of the three copies will be forwarded to the Office of Technology and Planning Assistance (I-30) and one shall be retained by APP-400.

c. The Regional FAA/IPG Representative shall represent the agency when dealing with transportation coordination and planning assistance matters within their jurisdiction and shall participate in determining:

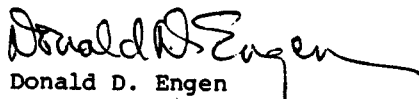
(1) The regional planning group membership criteria.

(2) The organization and structure of the regional intermodal planning group, as appropriate.

(3) The interval, duration, and frequency of meetings.

(4) The procedure for coordinating the development of the inter-agency plan.

(5) The requirements for the format and review of Unified Planning Work Programs, which were formerly a responsibility of the Intermodal Planning Group.


Donald D. Engen
Administrator



U.S. Department of
Transportation
Office of the Secretary
of Transportation

1100.86B
Appendix 1

ORDER

DOT 1130.5

9-2-83

Subject:

COORDINATION AMONG DEPARTMENTAL PLANNING ASSISTANCE PROGRAMS

1. PURPOSE. This order establishes Departmental policy concerning the coordination at the regional office level among the planning assistance programs administered by the Department.
2. CANCELLATION. DOT 1130.4, INTERMODAL PLANNING GROUPS AND UNIFIED PLANNING WORK PROGRAMS of 2-12-79.
3. BACKGROUND. The Intermodal Planning Groups (IPGs) were established in each of the Federal Regions by the Department of Transportation (DOT) in August 1972. Their objective was to promote a unified DOT presence in the regions and to develop and improve intermodal transportation and related planning by States, metropolitan areas, and local governments. At that time, many other Federal agencies also were administering planning assistance programs which required coordination with the Department's programs to ensure that Federal planning assistance was being used efficiently and effectively. Currently, the other Federal agencies have either eliminated their planning assistance programs or reduced them drastically, thus obviating the need for a formal coordinating structure. Current Federal policies also are promoting increased State and local responsibility for programs. These actions do not eliminate the need for coordinating the Department's planning assistance programs to non-Federal agencies, but they do require a flexible coordination framework within which the Department's regional offices can work to achieve the necessary coordination.
4. POLICY. The Department recognizes fully the need to coordinate the management and administration of its planning assistance programs. Effective transportation planning is essential to State, regional and local governments seeking to maximize their available dollars. Federal transportation officials must contribute to providing timely advice and assistance on new, cost-effective planning and implementation techniques and by streamlining the processes for distributing Federal funds and information.

It is the responsibility of the regional offices of the various elements of the Department to establish, in each Federal Region, a mechanism to carry out effective interagency coordination. The mechanism may be formal or informal, upon mutual agreement at the regional level. Use of existing institutions should be examined fully before new structures are established; in fact, the current

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OPI: Assistant Secretary
Governmental Affairs

IPG arrangement may be retained if the regional DOT elements choose to do so. The Headquarters staff of the modal administrations and the Office of Technology and Planning Assistance in the Office of the Secretary are available for assistance upon the request of the regional offices.

A description of the plan or method for coordinating planning assistance in each region should be forwarded to the Office of Technology and Planning Assistance within 90 days from the date of this Order. Regional officials should decide who will coordinate the development of the interagency plan.

Requirements for the format and review of Unified Planning Work Programs (UPWP), which were formerly a responsibility of the IPGs, will now be covered by the planning policies and regulations of individual operating elements.

FOR THE SECRETARY OF TRANSPORTATION:



Robert L. Fairman
Assistant Secretary
for Administration